

# ROTOVUE

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**This prosthesis belongs to one hell of a Marine.....Pg. 6**



**Who's swinging their blades in the Middle East.....Pgs. 10,11**

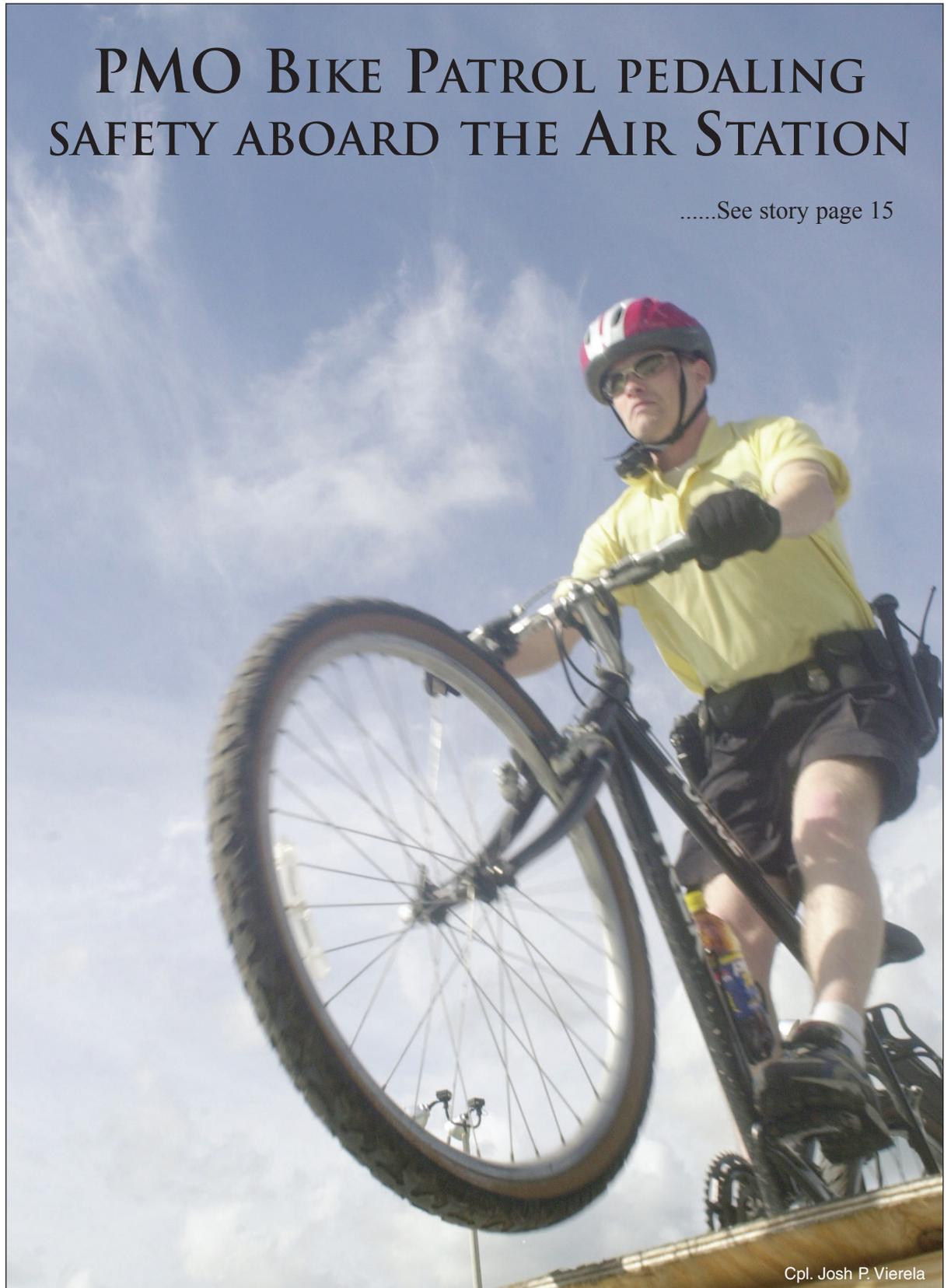


**Two spouses' hobby leaves them in stitches.....Pg. 20**



## PMO BIKE PATROL PEDALING SAFETY ABOARD THE AIR STATION

.....See story page 15



Cpl. Josh P. Vierela

# FLIGHTLINES



## Outdoor Adventures for Kids

This summer, the Jacksonville Recreation and Parks Department will offer a unique travel camping trip for area young people.

The South Carolina Adventure - Charleston and Myrtle Beach trip is for ages 10-12, 5 days and 4 nights. Trip starts June 11 and costs \$200 per camper. Registration can be completed at the Jacksonville Recreation and Parks Department administration offices at Jacksonville Commons between 8 a.m. and 5 p.m. Mondays-Fridays.

For more information call 938-5317.

## Skateboard Competition

The Jacksonville Recreation and Parks Department and Saltwater Surf Shop are hosting a Riverwalk Festival Skateboard Competition June 21. The competition will take place at the Jacksonville Commons Skatepark. All ages and skill levels are welcome, full pads are required and competition begins at 10 a.m. Entry fee ranges from \$3-\$5.

For more information about registration or the event call 938-5304.

## Riverwalk Softball Tournament

The Jacksonville Recreation and Parks Department will be hosting an adult Riverwalk Festival Softball Tournament June 21, 22. The tournament will fol-

low SSBL rules and games will be held at the Jacksonville Commons Recreation Complex and Phillips Parks. Entry Fee is \$100 for men and \$75 for women. Deadline for registration is June 13.

For more information call 938-5304.

## Disc Golf Tournament

The Jacksonville Recreation and Parks Department will be hosting the Riverwalk Festival Disc Golf Tournament June 21, 22. The tournament is for all ages and free classes will be held before game time. Equipment will be provided and games and registration will be at Northeast Creek Park Disc Golf Course. Entry is free.

For more information call 938-5304.

## Pathways to Summer Fun

The Jacksonville Recreation and Parks Department will be offering a Summer Day Camp Program for ages 6-12. The camp begins June 2 and will end July 25. Cost is \$125 per child.

For more information call 938-5305.

## Time for Tots Program

The Jacksonville Recreation and Parks Department will be facilitating this program, which offers unstructured simple games and social activities for children ages infant-5. All children must be accompanied by a parent. The program meets Tuesdays and Thursdays from

10 a.m. until noon at the Jacksonville Commons Elementary School. The program begins June 3 and lasts through July 24. Registration begins June 5 at the Jacksonville Commons Recreation Center and the Jacksonville Commons Elementary School. The cost of registration is \$40.

For more information call 938-5319.

## Support Group

Marine Corps Community Services is holding a "While you are gone" support group for spouses. The group meets at the Family Team Building Center and meetings are Thursdays 4-5 p.m. Registration is free.

For more information call 449-6110.

## Spring Fling Tennis Tourney

May 10 at the New River Tennis Courts, Marine Corps Community Services will be holding the Spring Fling Tennis Tournament at 5 p.m. Entry is \$10 for singles and \$15 for doubles. You can register at the MCCA main office. The registration deadline is May 7.

For more information call 449-5609.

## Jazz Concert

The Jacksonville Women's Social Club will be holding a Jazz Concert at the New River Officers' Club May 17 from 8 p.m.-1 a.m., with the King and Queen of Jazz Mark Green and Larzine Talley. Everyone is invited to the event which costs \$20 per person. Tickets are available at ITT.

For more information call 353-8157.

## OWC Scholarships Announced

A reception will be held May 13, at 7 p.m. in the New River Officers' Club to present Officers' Wives Club scholarships and acknowledge the charities they support. Members of the OWC conduct fundraisers throughout the year including the Fall Golf Scramble, Fall Home Business Expo, Art Auction and the Chinese Auction.

The following high school seniors will be awarded scholarships:

Melissa Milstead -- Laney High School,  
Ashley Clark -- Southwest High School,  
Jonathan Sharpe -- Jacksonville High School,  
Natsha Carter -- Jacksonville High School,  
Chineka Jones -- Lejeune High School.

Recipients of the spouse/dependent awards are:

Tamera Frutsche  
Andrea Srock  
Catchi Tomas  
Graduate degree scholarships will go to:  
Angela Strong  
Amber Parker

The total amount awarded in scholarships this year is \$5,250.

The New River OWC is also awarding a total of \$4,750 to the following fifteen charities:

Red Cross, LINKS, Boy Scouts Pack 90, Girl Scouts Troop 929, Onslow Women's Center, Guardian ad Litem, The Salvation Army, County of Onslow - Elder Cheer Program, Marine Corps Museum of the Carolinas, Aviation Memorial, Project Graduation, Navy Marine Corps Relief Society, United Through Reading, Resolve Through Sharing and the Young Marines.

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# Holocaust survivor visits New River

**Cpl. Wayne Campbell**  
correspondent

Approximately 115 people attended a Holocaust Day of Remembrance luncheon at the Officer's Club here April 24.

Concentration camp survivor Gizella Abramson recounted her experiences in several different concentration camps during World War II while guests ate their lunch, which included caviar and salmon. The Day of Remembrance lunch was a time for all to remember the events of the Holocaust.

Before the speech by Abramson, Cpl. Karen E. Gray read a poem about the Holocaust written by Shawn Miller.

Abramson spent two years as a prisoner in German controlled Poland. She contributes her knowledge of several European languages as her key to survival.

"By knowing the German language I was able to hear what was going to happen before it happened," said Abramson.

With that knowledge, she was able to prepare for what was coming and get out of the way when trouble was coming, said Abramson.

"The whole experience was excellent," said Staff Sgt. Sheila J. Hadley, Marine Aviation Logistics Squadron-26 equal opportunity representative. "It was eye-opening as to what really happened during that time."

"The way she explained the procedures of how they separated the men, women and children really sticks in your head," said Hadley.

Abramson explained how the German Nazi's separated the weak and the old from the young and healthy.

"The Nazi's would put us in a line in front of a train. There would be a Nazi in the front of the line

telling us to go to the right or to the left according to your age and your health. I went to the group to the right, which was the young and strong group," said Abramson.

She also told how the ones determined to be weak were taken away and never seen or heard of again.

"I told myself once I was free I would help educate the world as to what happened and carry no hate for the Germans because to carry on the hate would mean that Hitler achieved his goal of spreading hate throughout the world," said Abramson.

She moved to the United States in 1946, five years after her release from the Maidanek death camp in Eastern Poland.

Abramson tells her story throughout the United States to schools and at other memorial events.

During the Holocaust approximately 6 million Jews were killed and even more put to work in concentration camps throughout Eastern Europe.

## A Veteran's Poem

No rifles crack, no cannons roar  
No jets scream overhead,  
The silence now is defeating,  
Acclaim to honored dead.

And trails once contested by tired shoes,  
And heavy booted feet,  
Lead once again to market place,  
And quiet village street.

Jungle paths now overgrown,  
Terrifying tales could tell,  
Of simple, yet so gallant youth,  
Who came of age in hell.

Green jungle vine and lotus leaf,  
Once splattered bright with red,  
Washed clean afresh by monsoon rain,  
No trace of fearful dread.

In paddies worked and tilled anew,  
Now lush and green with rice,  
No sign of those who fought and bled,  
And paid the highest price.

Across the pond the foe returns,  
To his own native shore,  
To face a friendly enemy,  
And wage a strange new war.

No hero's welcome was his lot,  
No parades to his acclaim,  
Just jeers and sneers was what he got,  
His thanks? - bear others' shame

Ungrateful fellow countrymen,  
"Make love, not war" their call,  
They turned their backs, took not our stand,  
While better men than they did fall.

The widows and the orphans,  
Knew naught of all their kin,  
Like Grandpa's son, What was he like?  
Save the family tales they'd spin.

They sought no heroes' accolade,  
For the mission they were tasked,  
A simple "Thanks" or "Job Well Done"  
Was more than most had asked.

An ebon polished granite Wall,  
To those who stood the test,  
None here to answer this roll call,  
For they sleep the warrior's rest.

We who survived, but shared the cost,  
With every setting sun,  
Hold high our heads in proud salute,  
"Thanks for a job well done."

In ceremonies tribute,  
We pray and hope, perhaps  
Their gallant deed will ne'er recede,  
With the fading note of Taps.

-written by  
Mac McGee

## Vietnam veterans recall valor of Marines

**Sgt. Christine C. Odom**  
correspondent

Many were gathered to show their support and recognition of the Vietnam veterans in a ceremony held at the Station Aviation Memorial, April 30.

Guest speaker at the ceremony was retired Marine Corps Col. Wayne V. Morris, a Vietnam veteran who feels passionate about the men and women serving in the armed forces.

According to Morris, they are the ones who put themselves in harms way everyday.

The program began with Petty Officer 3rd Class Aretha P. Alexander singing the National Anthem to the sound of the 2nd Marine Aircraft Wing Band playing.

"I don't normally like it when the song is sung differently, but I think she did it very tastefully," said retired Sgt. Maj. Mac McGee, veteran.

McGee was one of several veterans, who were honored by the recognition ceremony. He felt while this was an unpopular conflict that the United States fought in, people should still acknowledge the sacrifices that were made by our servicemembers in Vietnam.

"We followed orders and fought, and all we wanted was just to be treated with respect," said McGee.

Morris also spoke on the topic of respect. It was his strong belief that Vietnam veterans were special individuals whose valor was unmatched. They had shown amazing courage and honor without hesitation or question.

However, his attitude changed quickly when he addressed veterans whose valor was questionable.

There was a distinct difference between those who were heroes and those who wanted to be known as heroes, and Morris felt it was his duty to distinguish the two.

"The valor of the Marines and Sailors fighting in the war was diminished because of people who want to pretend they're something they're not," said Morris.

"Not everyone who goes to war is a hero, but they should at least be honest about their heroics," he said.

Because of their unrelenting dedication to duty and honor, these Vietnam veterans will always have a day of remembrance that will live in their hearts forever.

# New-joins preserve the luster

**Master Gunnery Sgt.  
Billy D. Stewart**  
contributor



It was a beautiful California morning as I stared at the blimp hangers aboard MCAS Tustin. They seemed to be larger than life and almost impossible to comprehend, much like my first six months in the Corps. It had all happened so fast. I was extremely nervous. I had checked in the day prior to Station S-1 and had spent my first night in an unfriendly, almost empty barracks. However, I stood on the curbside with my orders in hand awaiting a ride to my work section. I was instructed the day prior to be outside the barracks, squared away and ready to go. The minutes seemed like hours and it soon became apparent that someone had forgotten about me.

Just as I was ready to pick up my gear and venture out to find my place of duty, a small beat up white truck came barreling into the parking lot. The truck screeched to a halt and a seasoned private first class with a thick "out of regulation" mustache yelled, "you the new supply Marine?" I hesitantly answered "yes sir," and he told me to "get in." Immediately the PFC told me to "lighten up." He said "this is the fleet." Trying to make conversation, I asked him, "how long have you been in?" He said, "almost 4 years."

I soon found out that he was a former sergeant that had been busted for drug use and various other infractions. The whole way to my new shop, he told me how screwed up the Marine Corps was and how he couldn't wait to get out. I was really surprised since I thought all Marines were squared away.

After arriving to my unit, I was shuffled around until they finally figured out which shop I was being assigned to. There was really no organization and I felt a real disenchantment about the Corps. I wasn't expecting a brass band to welcome me, but I did think that maybe a few Marines would be motivated that I was checking aboard. I didn't even get a comment towards me until I walked into the Sergeant Major's office. He asked a few questions, issued me a "club card" and said that I could leave this unit as a private or a sergeant, it was my choice. I was perplexed about what I had seen that day. Was this the Marine Corps that I had worked so hard to be a part of? Unfortunately, this is too common. Many new Marines check in fired up and ready to go, only to be de-motivated by the end of their first day.

Just the other day my sergeant major and I discussed the very issue of "new joins" and their importance to our Corps. After we spoke, I thought of some shortfalls to which new Marines are subjected. I personally feel that there is just not enough quality time invested into our new Marines checking from the accession pipeline. In addition, insufficient "interest" in new Marines has been a trend in the Corps for many years and one that can deeply influence a Leatherneck for quite sometime thereafter. How a Marine is brought onto the team can make a world of difference. They are our most precious resource because they are the future of the Marine Corps. We all need to treat them as such. The remainder of this week's column will list some "rules of the road" when dealing with new Marines. Most of it is self explanatory, but for some it might be a reminder of where your mind is supposed to be. To make it easier, I used the acronym "N.E.W.M.A.R.I.N.E." As always, these 9 rules are not all encompassing in any particular order, but

will set you on the right track.

Try this week to make a positive difference in a new Marine's life. Remember, either you are a part of the problem or a part of the solution. Make it a point to preserve the future of our Corps by fulfilling the expectations of our new Marines. Give them a challenge, a sense of urgency, concerned leadership, and esprit de corps.

## What's that spell?

1. **N:** Never cheapen the great habits and standards that have been instilled into a new Marine by telling them to relax or loosen up.
2. **E:** Encourage new Marines to be great Marines.
3. **W:** Welcome new Marines.
4. **M:** Motivate new Marines.  
Remember it is our job to motivate them, not vice versa.
5. **A:** Ask questions. You cannot find out about new Marines unless you vigorously inquire.
6. **R:** Reaffirm Marine Corps standards in all that you do by setting the example.
7. **I:** Importance: Make them feel like an important part of the team and that they are needed by the Corps. The true fact remains that every Marine can make a difference and is a vital link to mission accomplishment.
8. **N:** Nostalgia. Mold new Marines through Nostalgia.
9. **E:** Enforce Marine Corps standards from day one by holding new Marines accountable.

## They have the LINK

**Cindy Baudoin D'Ajoux (left) key volunteer for Marine Aviation Logistics Squadron-26 poses with Ashley Melson and Squadron Executive Officer Maj. Carmine J. Borelli at a L.I.N.K.S. ceremony. A group of MALS-26 spouses recently graduated L.I.N.K.S. and are spreading the word about the skills of being a Marine spouse. L.I.N.K.S. stands for Lifestyle Insights, Networking, Knowledge and Skills, and is designed to help spouses understand and flourish in the military lifestyle. Any Patriot, whose spouse attend L.I.N.K.S. classes will receive a 96-hour pass from their commanding officer.**



courtesy photo

# Turning tragedy into triumph

**Sgt. Christine C. Odom**  
correspondent

When an individual joins the Marine Corps it's because their pride won't allow them to be anything less, and if that same individual decides to make the Corps a career, it becomes their life.

Imagine that Marine waking up one morning to discover the certainty of their life was altered in a way that most could never conceive. The harshness of this reality was what Gunnery Sgt. Thomas M. Carlo had to face after an automobile accident on April 25, 2002 left him disabled.

A year has passed since the accident, yet Carlo can still recall all the details of that day. The morning began as any other morning did. Carlo had to travel to MCAS Cherry Point to attend a five-day Substance Abuse class as part of his duties as the substance abuse counseling officer for Naval Air Maintenance Training Marine Unit. It would have been Carlo's fourth day of class, but he never made it.

Carlo's vehicle was struck head-on by another vehicle while he was driving eastbound on N.C. 24, just a few miles away from Nine Mile Road. Both vehicles were traveling approximately 55-mph when they collided. According to North Carolina State

Trooper Douglas Parvin, it was one of the worst accidents he had ever seen.

"Out of the corner of my eye I could see a car coming into the turning lane, but I assumed he would wait until I passed to turn," explained Carlo. "The car didn't stop, and I as I got closer I notice the kid's face, and he didn't look like he knew what was even going on."

Immediately after the accident, several Marines came to the aid of Carlo and the other driver. Major Steve Haggarty and 1st Lt. Michelle K. Mercurio, both with Marine Aircraft Group-14 out of Cherry Point, remained by Carlo's side until emergency vehicles arrived.

Once emergency vehicles arrived at the scene, Carlo was pried out of his Buick SENTRY and taken to Carteret County General Hospital in Morehead City. From there, Carlo was airlifted to Pitt County Memorial Hospital in Greenville where he was treated for five broken bones in his lower back, a broken right knee cap, femur and foot.

The young man in the other vehicle was pronounced dead at the scene. Carlo was later informed that the driver of the other vehicle was 19-year-old



Sgt. Christine C. Odom

**Gunnery Sgt. Thomas M. Carlo trains everyday to get his body back in top shape.**

*See **CARLO**, page 9*

# CARLO

*from page 6*

Ryan Lancaster Betz, a student at Carteret County Community College.

"He (Betz) had just celebrated his 19th birthday five days before the accident," said Carlo, a native of Bronx, N.Y. "I felt bad for his family. I had lost a brother as a teen, so I knew what they were going through."

While nothing could be done about Betz, physicians at Pitt Memorial were doing their best to save what was left of Carlo's foot. He underwent several surgeries to reconstruct his foot and remove infected areas.

For weeks doctors monitored his foot, but there were no signs of improvement.

Sensing he would not recover from his injuries, Carlo began watching amputation videos to prepare himself for the possibility of losing his right foot. After three weeks, doctors told Carlo they would probably be

able to save the foot; however, he might not be able to walk again. Their final prognosis was amputation.

"I had to make a decision, but when I weighed everything there was not much argument about keeping my foot," Carlo added.

The thought of losing his leg frightened Carlo because he felt there was no guarantee he would ever walk again.

However, his doctors quickly put an end to that thought and assured him that technology would get him back to his same routine and back on his feet.

After days of contemplation Carlo finally reached a decision, and his doctors amputated his right leg six inches below the knee. The surgery was successful.

Tricare covered all the expenses that came with the surgery. Carlo was fitted for a prosthetic leg and given the items needed to accommodate his situation, but now it was up to him to do the rest.

Realistically, he didn't want to set goals too high for himself without knowing what to expect, but psycho-

logically he wouldn't allow himself to do less. His most important goal was to stay a Marine and complete 20 years in the Corps before retiring.

This had been a goal of Carlo's since he joined the Corps and there was no way he would give up on it.

Three months after his surgery, Carlo was put on a limited duty board. This allowed him to remain on active duty in a limited duty capacity while going through physical therapy for eight months. During his limited duty, he showed a great deal of improvement and was permitted to go on another board in March.

With the aid of his prosthetic leg, Carlo has been able to get back to the things he loves such as playing softball, running, biking and other athletic activities. He's adopted a strict physical fitness routine for his return to readiness, and is highly motivated about all the support he has received from family and friends.

"When people see him coming to work everyday; still trying to stay in the Marine Corps and staying physically in shape and working everyday to achieve that instead of rolling over,

they know what kind of person he is," said Gunnery Sgt. Randall A. Thompson, S-4 operations chief at NAMTRAMAR.

Thompson, long-time friend and colleague, felt a strong sense of admiration for Carlo's unrelenting determination to stay in the Corps and believes he expresses the true meaning of esprit de corps.

With this type of motivation and support Carlo is prepared to attack any obstacle in his way. One particular obstacle Carlo has to overcome is the physical fitness test he has scheduled for May 23.

Carlo's plan is to pass the PFT so he can present this information to the limited duty board in the hope of returning to full duty.

"He (Carlo) is either going to do it and succeed, or he is going to do it and fail...and I don't think failure is in his vocabulary," said Thompson.

Against amazing odds, Carlo has shown great resilience toward the demands of life and his career. He only hopes his strength will inspire people to believe that the possibilities are endless.

## Awards and Promotions

### Headquarters and Headquarters Squadron

#### Promotions

Sgt. I. R. Billington  
Sgt. J. V. Hayes  
Sgt. E. T. Hoffman

Cpl. C.D. Brockman  
Cpl. J.W. Flowers  
Cpl. A.F. Galvan  
Cpl. A.B. Johnston  
Cpl. C.D. Owen  
Cpl. A.P. Puppillo Jr.  
Cpl. R.D. Seaman

Lance Cpl. G.W. Laughrey II  
Lance Cpl. L.G. Reid  
Lance Cpl. D.A. Stansberry

#### Good Conduct Medal

Staff Sgt. J.E. Raccio Jr  
Lance Cpl. C.W. Love

#### Certificate of Commendation

Sgt. G.A. Antrican  
Sgt. L. Kongkousonh  
Sgt. D.L. Wagner

*See AWARDS, page 12*

## Rotating Around the Middle East

# HMM-263, skids hit Iraq

**Staff Sgt. Bryan P. Reed**  
contributor

**USS NASSAU (April 28, 2003)** -- The "skids" of Marine Medium Helicopter Squadron-263 flew many combat missions during Operation Iraqi Freedom. The AH1W Super Cobra and the UH1N ("Huey") are two types of aircraft flown by HMM-263. Both the Hueys and the Super Cobras are referred to as "skids," as both feature skids instead of wheels for landing.

HMM-263, the Aviation Combat Element of the 24th Marine Expeditionary Unit (Special Operations Capable), detached from the MEU during Operation Iraqi Freedom. For the duration of the operation, the skids of HMM-263 were reattached to their original parent command, Marine Aircraft Group-29 of Marine Corps Air Station New River, North Carolina. As the MEU concluded operations in Iraq, the skids reattached to the MEU.

The Hueys saw action against some Armored Personnel Carriers and troops as they were crossing the Denalya River into Baghdad. "That first day was outside of Al Kut, and we took some artillery fire there. There was one day with a lot of small arms fire, one day with a (Man Portable Air Defense Shoulder

Major Jim T. Jenkins from Boulder, Co., operations officer, HMM-263, described what the skids did during their time in Iraq. "The Cobras were used for Close Air Support (CAS), Armed Reconnaissance and Convoy Support," said Jenkins.

"The Hueys were tasked with what was called 'direct support.' They did that for both 1st Marine Division and Task Force Tarawa Headquarters," Jenkins said. "They performed a utility role in which they flew various missions for the commanding general, like command visits, visual reconnaissance, MEDEVACs, a little bit of CAS," Jenkins added. The general who put the Hueys to work was Brigadier Gen. Richard F. Natonski, commanding general, Task Force Tarawa.

The skids returned fire

while serving in Iraq.

"On the 3rd of April, the Cobras killed four S-60s and ZPU-4s (anti-aircraft artillery pieces), an ammo truck, and a 20 mm artillery piece," said Jenkins. "The second day was when the 2nd Marine Division was getting into the outskirts of Baghdad. There we hit two artillery pieces and their ammo trucks and a tank, five S-60s, two trucks with troops and some troops in a building," he added. "While doing CAS for 3rd Light Armored

Reconnaissance Platoon, we had another anti-aircraft artillery piece that was shooting at a flight ..." Jenkins continued. According to Jenkins, during the attack into Baghdad, the Cobras fired on a building and killed a single troop armed with a rifle.

The Hueys saw action against some Armored Personnel Carriers and troops as they were crossing the Denalya River into Baghdad. "That first day was outside of Al Kut, and we took some artillery fire there. There was one day with a lot of small arms fire, one day with a (Man Portable Air Defense Shoulder

Fired Surface to Air Missile) shot, and there was one day with anti-aircraft artillery," said Jenkins.

Not all of the shots fired at the skids missed. While none of the skids were shot down, "One Cobra did get hit with some small arms fire. It was Capt. Olin M. Cannon's airplane, and he got a round through the tail rotor drive shaft," said Jenkins. "They actually fixed him right at the Forward Arming and Refueling Position. There was a Cobra there (from another unit) that was shot up a lot worse so they took the drive shaft from it and put it on Capt. Cannon's bird so he flew on that day," added Jenkins. "He didn't know his bird had been hit until he got to the FARP. He took a look and saw he'd been hit. The round just went through the metal of the shaft and the shaft didn't break so it wasn't a big deal. If the shaft had broken he'd have had to shut the bird down and auto rotate down to the ground right where he was. It could have been very bad if it'd caused the drive shaft to break," he continued.



Capt. Russel C. Rybka

**AH-1W Super Cobras from Marine Medium Helicopter Squadron-263 sit ready on an airfield at sunset in Iraq during Operation Iraqi Freedom.**

HMM-263 had already been away from their home base for seven months when they were called to serve in Iraq. During the time that they had spent attached to the 24th MEU prior to the operation, the aircraft of the squadron were flown more often than normal. The more the aircraft are flown the more important the maintenance personnel of the squadron become due to the amount of normal stress placed on the aircraft.

"Maintenance-wise, once we found out we were going in, the maintenance guys did a great job. We wound up with five out of six Cobras and both Hueys in country. The one Cobra that couldn't make it was waiting on parts. The maintainers did a great job. Once they found out it was a real fight and they had to get the birds up, they had them ready to go," said Jenkins.

The 'Thunder Eagles' are once again, the Aviation Combat Element of the 24th MEU (SOC). The pilots and support personnel will soon begin their overdue return to the United States with a few more stories to tell.



Cpl. Andrew W. Miller

**A CH-53E Super Stallion helicopter lands on the ship's flight deck April 29. The helicopter crew, from Marine Heavy Helicopter Squadron-461 is here in support of Combined Joint Task Force - Horn of Africa and was conducting deck landing qualifications.**

## 'Ironhorses' meet steel beach

**Cpl. Andrew W. Miller**  
correspondent

**USS MOUNT WHITNEY (LCC/JCC-20)** -- Marine Heavy Helicopter Squadron-461 personnel, here in support of Combined Joint Task Force - Horn of Africa, participated in deck landing qualifications (DLQ) here April 29, further expanding the counter-terrorism capabilities of CJTF-HOA.

The "Ironhorse" crew, which is based out of Marine Corps Air Station New River, Jacksonville, N.C., flew their CH-53E Super Stallions from their new home at Camp Lemonnier, Djibouti. They used the flight deck of the Mount Whitney to refresh their qualifications. The training also provided initial qualifications for other pilots who have never participated in this type of training, but who may be called on to do so in the war on terrorism here in the Horn of Africa region.

These qualifications are very important, because there is a world of difference between ship and ground landings for the pilots, according to Col. Joel P. Kane, CJTF-HOA air officer.

"Pilots must be current on this type of training," he said. "The differences between landing on the ground and dealing with the pitching and rolling on ship can mean the slightest mistake could be disastrous."

Hovering in a maritime environment in general is different, said Maj. Arch M. McLellan, HMH-461 maintenance officer and CH-53E pilot.

"The movement of the ship and aircraft, smaller landing deck, antennas and railings requires more precision than landing on solid ground," said McLellan, Tunkhannosk, Pa. native.

In addition, there are other things to take into consideration.

"Wind direction, the ship's speed, the helos' speed all have to be taken into consideration," said Kane, native of Wilkes-Barre, Pa. "Too much power coming in to land or not enough power on the take off could

either mean you are going to bounce back up when trying to land or drop straight off the edge on take off. Lots of things have to be accounted for."

According to Maj. Sean M. Salene, HMH-461 director of safety and CH-53E pilot, this type of training lets them maintain flexibility due to the uncertainty of what missions lie ahead in the war against terrorism.

"We need this training to continue our reputation as Marines for going to every clime and place," said Salene. "It is our amphibious nature and important to maintain our skills on and around ships. Being able to land on this ship or any coalition ship in the area is an essential skill."

Deck quals benefit not only the pilots and crew chiefs who could find themselves landing on any number of coalition ship decks in the region in support of a variety of operations, but also helps the ship's crew.

"It is important for us to continually train with the Navy because they need us, and we need them," said Salene, native of Edina, Minn. "We have a strong blue-green team out here. Almost every operation conducted nowadays is joint service."

The "Ironhorses" plan to continue honing their deck landing skills at every opportunity.

"As long as we are here in the area we will be conducting this training as it is available," said McLellan. "Staying sharp out here means we will be sharp on precision approaches the next time we are deployed with a Marine Expeditionary Unit."

The addition of HMH-461 to CJTF-HOA operations extends the reach of counter-terrorism operations to all corners of the seven-country combined joint operations area.

Super Stallions are the nation's premiere long range, heavy lift assault support helicopter, according to McLellan.

He said, "They are capable of aerial refueling which helps stretch their legs even further, capable of carrying both internal and external loads, and can be used in combat assault missions."



Capt. Lee York

**A CH-46E Sea Knight helicopter from Marine Medium Helicopter Squadron-263 flies over the Kuwait border into Iraq as an oil fire burns in the background during Operation Iraqi Freedom.**

## Phrogs hop to support 2nd MEB

**Cpl. Jeff Sisto**  
contributor

**JABALA AIRFIELD, Iraq (April 27, 2003)** -- During Operation Iraqi Freedom, Marine Medium Helicopter Squadron-263 split from the 24th Marine Expeditionary Unit (Special Operations Capable) and rejoined their parent command, Marine Air Group-29, to conduct missions in Iraq. Based out of the airfield in Jabala, CH-46E Sea Knight helicopters worked exclusively with Task Force Tarawa - the 2nd Marine Expeditionary Brigade (reinforced).

"Our primary missions with TFT were assault support and casualty evacuations," said Capt. Lee York, CH-46E helicopter pilot, HMM-263, from Easton, Mass.

Assault support turned out to be a variety of things for the CH-46E pilots and their crews. Typically, it meant conducting troop lifts in support of ground operations by dropping off and picking up Marines in strategic locations. However, CH-46 helicopters were also used to transport Enemy Prisoners of War (EPWs), conduct combat resupplies of water and fuel, and as scouts in aerial and route reconnaissance. Sometimes they were given the task of checking out the cause of traffic jams or investigating fires. Anything out of the ordinary was reported.

"On one mission we saw a group of about 100 people on the road marching with flags," said York. "It was unknown if they were celebrating or protesting. We called in the grid so that any ground troops in the area would be aware of it."

Casualty evacuations also kept the "phrogs" busy. During casevac, the two pilots and two crew chiefs were supplemented with a navy corpsman to assist with the casualty once he was picked up. If nothing was reported right away, then the crew might be sent on an assault support mission. Yet, certain

crews in HMM-263 did conduct casualty evacuations.

The first occurred when the 24th MEU (SOC) was given the mission to recover the body of a Marine from Marine Wing Support Squadron-371, who was killed in action during the early stages of the war. After elements from Battalion Landing Team, 2nd Bn., 2nd Marines recovered the body, a CH-46E from HMM-263 was called in to bring it back to Kuwait for its final transport back to the US.

The second occurred on April 3, when TFT headquarters received message traffic that a squad of Marines was ambushed during a patrol on Route 7, just north of An Nasiriyah. A CH-46E crew took off from the base and shortly after, received the grid to land at and what they would be picking up.

"We received word that there were five casualties," said Capt. Kyle Coughlin, CH-46E pilot, from Cleveland, Ohio.

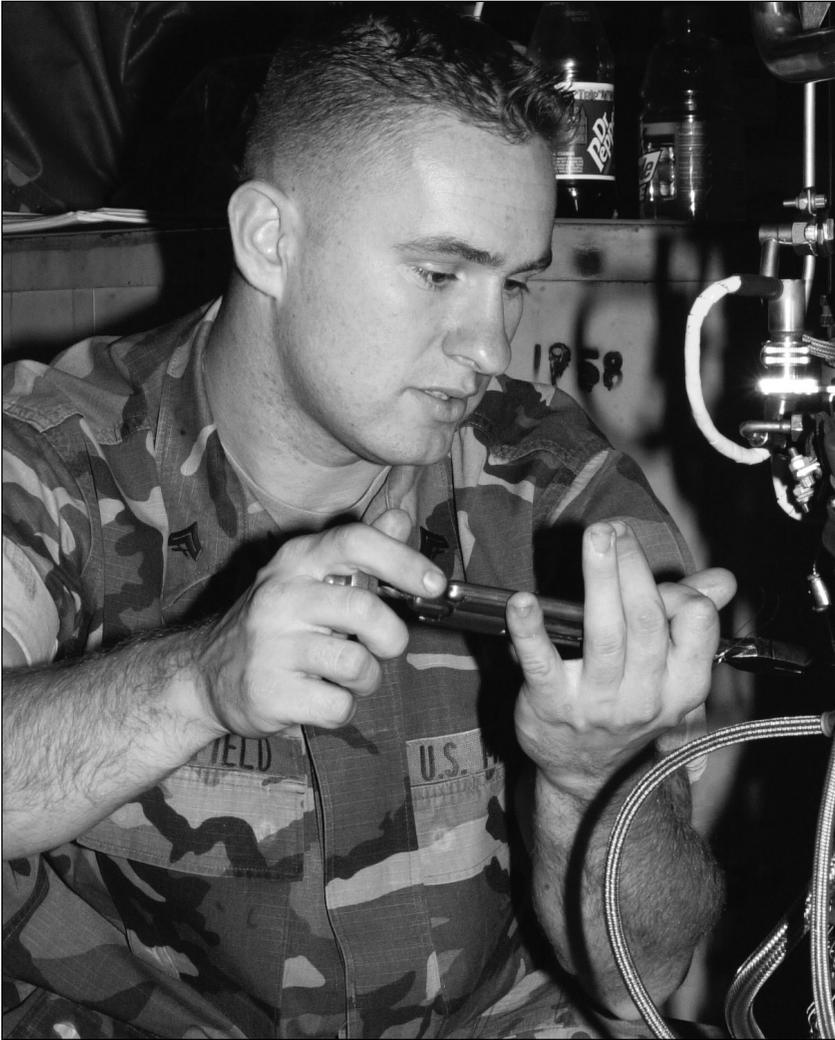
On the way in, the helicopter received small arms fire from the ground, forcing them to turn away and redirect their approach, finally landing in the middle of Route 7 after the Marines on the ground stopped traffic. After taxiing forward, the crew was able to load the casualties on board and take off again.

"Again we received small arms fire from the ground as we passed over the city," said Coughlin.

The crew was able to successfully bring the casualties back to Camp Viper. All of them survived.

Once the 24th MEU (SOC) finished their participation in OIF and received the word to begin the retrograde back to the ships, HMM-263 was tasked with supporting. They conducted troop lifts for the BLT. Maintenance was conducted on all of the CH-46E helicopters before they began their own retrograde back to the ship. On April 24, HMM-263 was reinstated with the MEU and flew back to the Nassau Amphibious ready group, where they wait to go home.

## 'Patriots' start your engines



Cpl. Wayne Campbell

**Corporal John A. Hatfield, powerplants mechanic with Marine Aviation Logistics Squadron-26, prepares the new T58-GE-16A engine for a CH-46E for Marine Medium Helicopter Squadron-266. MALS-26 powerplants make sure that all parts are installed correctly before the engine is issued to the receiving squadron. HMM-266 is the first squadron to receive the engine with the new Engine Condition Control System.**

## AWARDS

*from page 9*

### **MALS-26 & MALS-29**

**Navy/Marine Corps Achievement Medal:**  
Staff Sgt. Windsor  
Sgt. Shibahara

Sgt. Lee  
Cpl. Buzuloiu  
Cpl. Escalante  
Cpl. Fletcher  
Cpl. Frank  
Cpl. Haro  
Lance Cpl. Cruz

**Certificates of Commendation:**

Lance Cpl. Lankford  
Lance Cpl. Jones

#### **Meritorious Masts:**

Cpl. Ballard  
Cpl. Ovitt  
Lance Cpl. Ingels  
Lance Cpl. Kiesgen  
Lance Cpl. Norman  
Sgt. Broadway  
Sgt. Melendon  
Sgt. Wilson  
Cpl. Beaufort  
Cpl. Deshields

Cpl. Garcia  
Cpl. Guerra  
Cpl. Nolen  
Cpl. Pizarro  
Cpl. Swartzentruber  
Lance Cpl. Davis  
Lance Cpl. Gatlin  
Lance Cpl. Heward  
Lance Cpl. Jackson  
Lance Cpl. King  
Lance Cpl. Manfredi  
Lance Cpl. Sacasa



Sgt. Christine C. Odom

## A Special Honor for H&HS Marines

For their outstanding leadership and knowledge as noncommissioned officers, Cpl. Douglas W. Lowe Jr., radar technician, H&HS (center left) and Sgt. Ian R. Billington, air traffic controller, H&HS (center right), receive plaques for Marine of the Year and NCO of the Year. The awards were presented by Lt. Col. Timothy W. Fitzgerald and Sgt. Maj. Darren V. Simms.

# MAG-26 finds diamond in the thrust

**Sgt. Juan Vara**  
correspondent

**MARINE CORPS AIR STATION YUMA, ARIZ.** --Marines and Sailors from several units within Marine Aircraft Group-26, along with personnel from MCAS Cherry Point, MCAS Beaufort, Camp Lejeune and the Marine Air Ground Task Force Training Center at Twentynine Palms, Calif., participated in Exercise Diamond Thrust 03 as part of the Air Combat Element of a notional Marine Expeditionary Brigade, April 8 - 25.

Conducted in several desert regions in Arizona and California, Diamond Thrust 03 was a combined deployment for training to recoup lost training opportunities due to the cancellation of two Combined Arms Exercises and one Weapons and Tactics Instructor Course earlier this year.

"MAG-26 is the only entire Marine Aircraft Group in the Marine Corps who did not go into combat," said Col. Douglas F. Ashton, MAG-26 commanding officer. "We had other things to do. This was not a bone thrown at us to play with, it was a training opportunity."

New River units contributing to the ACE included the "Fighting Griffins" of Marine Medium Helicopter Squadron-266, the "Warriors" of Marine Light/Attack Helicopter Squadron-167, the "Patriots" of Marine Aviation Logistics Squadron-26, Marine Wing Support Squadron-471, and the Headquarters Squadron of MAG-26.

Other forces assigned to the ACE were Marine Fighter Attack Squadron (All Weather)-224, VMFA (AW)-332, Marine Tactical Electronic Warfare Squadron-4, MALS-31, Marine Attack Squadron-231, MALS-14, Marine Tactical Air Command Squadron-28, Marine Wing Communications Squadron-28, and MWSS-374.

With elements of Marine aircraft and control groups, and Marines from 1st Battalion, 6th Marine Regiment simulating an element of the support group, the ACE provided the fictional 6th Marine Expeditionary Brigade with the functional missions of Marine aviation.

According to Ashton, the training planned and available in the Yuma Range Complex cannot be accomplished in the Eastern North Carolina region.

The focus of the exercise was to integrate functions of Marine aviation within the ACE and the Ground Combat Element in a combined arms environment, beginning with individual squadron training and academic preparation, followed by integrated squadron training and culminating with a final exercise incorporating the ACE Battle Staff and all ACE and GCE units.

"Our idea was to deploy here and fall in on whatever was set up for the exercises that were cancelled and use the ranges, which are better than in North and South Carolina," said Maj. James H. Adams, MAG-26 future operations officer.

Some of the training conducted throughout the exercise were air to ground ordnance delivery by both fixed- and rotary-wing aircraft, defensive

measures, air combat maneuvers, urban close air support, assault support, company lifts, aerial refueling operations, deep air support, electronic warfare, controlled aircraft and missiles, helicopter rope and suspension training, and academic training.

Aside from blisters, minor scrapes and bruises, Lt. Cmdr. Steven T. Knauer, MAG-26 group surgeon, said no major medical emergencies took place during the exercise.

"Everyone was safety conscious," said Gunnery Sgt. Franklin W. Barnes, MAG-26 ground safety chief. "I'm glad everyone used operational risk management as taught."

The exercise involved more than 1,330 warfighters and more than 50 aircraft of various types, who returned to their duty stations on April 27. All personnel and aircraft from MCAS New River are back home in full operational status.



Sgt. Juan Vara

**CH-46E Sea Knights, from MAG-26, stir up some dust during Diamond Thrust as the ACE part of the exercise.**

## Marines receive call for fire

**Cpl. Wayne Campbell**  
correspondent

New River Marines received call for fire training at the Combined Arms Staff Trainer at Camp Lejeune April 29.

The Marines from Headquarters and Headquarters Squadron went through a one-hour class on the procedures for calling of fire before going to a practical application simulator.

Master Sgt. Donald L. Funkhouser, H&HS training noncommissioned officer in charge, taught a class on proper radio transmission procedures when calling for fire support.

After learning how to call on the radio the Marines received training on what types of support is needed.

According to Funkhouser, there are different types of artillery rounds that can be used.

Some of which use a time-delayed fuse so the round will detonate above ground and general high-explosive rounds, which detonate upon impact of the round.

The different types of rounds are used for different targets. If troops are dug in then a time fused round would be preferred so the blast would be above ground to be more effective, Funkhouser explained.

Funkhouser then taught a class to refresh the Marines on



Sgt. Christine C. Odom

**Gunnery Sgt. B.P. Bartasavich, operations chief at Combine Armed Staff Trainer, positions pieces for the call for fire exercise, April 29.**

map reading.

After the classes were given the Marines went to the simulation room to get hands on experience.

"The Marine Corps budget doesn't allow for the purchase of a lot of live rounds so the Marine Corps started the CAST trainer," said Funkhouser. "It is cheaper and the Marines still get the opportunity to refine call for fire skills."

According to Funkhouser, the trainer was built to train Marines for real-world operations without the risk of casualties due to friendly fire.

"This has been pretty good training," said Cpl. Travis Baker, military policeman, H&HS.

"I have never been exposed to some of the things that happen behind the curtains. I appreciate the passing of knowledge from Marines who have experience with these procedures," he said.

The CAST trainer has been used to train Marine Expeditionary Units as well as Marines attending the Staff Academy.

Mike Freeman, CAST operator, explained the trainer has eight different terrain models that can be used. The maps include Camp Lejeune, local coastal and inland areas, Marine Corps Base 29 Palms, Norway, Haiti, Panama and Vieques Island.

## Going Nowhere Fast



Sgt. Christine C. Odom

**Corporal Jose L. Resendiz, administration clerk, VMMT-204, participates in the Outdoor Stationary and Road Cycling event, April 29.**

## Bike patrol makes tracks aboard Station

**Cpl. Josh P. Vierela**  
editor

New River has upgraded its safety by decreasing the number of wheels on their patrol vehicles.

Although not replacing the squad cars, the not so fast, but just as furious Bike Patrol unit of the Provost Marshal Office came up to full strength the beginning of April.

These bi-wheeled pedal pushers give PMO an added edge while keeping the streets of New River safe.

"When you're on a bike you hear and see a lot more stuff that you just don't see while in a patrol car," said Cpl. Jason D. Freeland, patrol supervisor 2nd platoon, PMO. "They [bikes] are also quiet and inconspicuous, which allows you to get a drop on people."

The PMO mountain bikes allow for varied cruising speed and added maneuverability.

According to Freeland, military police are able to conduct a pursuit off road if need be.

At any given time there are two bike police patrolling the Air Station. The military police on bikes are equipped with the usual MP gear including pistols.

"Before getting assigned to bike patrol, MPs must complete a week-long course, which includes riding techniques in urban areas and pistol usage from a bike," said Freeland. "Having bike police adds a psychological edge ... it makes them (law breakers) think twice."

The military police operating the bikes usually patrol in three different speeds. Five mph, which is used for investigating scenes, 7 mph, used for patrolling around the Air Station and max speed, used in response to a call.

"Having bike patrols makes New River a safer place by allowing us to see the Station on a more personal level," said Cpl. Michael D. Bailey, Patrolman, PMO.

While trekking to and from the Air Station in their four-wheeled vehicles, Marines shouldn't look down on the two-wheeled, yellow-jerseyed bike cops. They are, after all, ensuring the safety of the Air Station as they make their daily Tour de New River patrols.



Cpl. Josh P. Vierela

**Corporal Jay D. Covey, Patrolman, Provost Marshal Office, is one of nine military police officers qualified for bike patrol aboard the Air Station. At any given time there are two bike patrolman cruising around New River.**

# ON THE HOME FRONT

The 'Enduring Freedom' quilt is made of approximately 30 military related photos that create a collage on fabric. Jayme L. Edwards and Maria R. Russi, two New River spouses, have spent three months making this quilt, and collected the photos from the internet as well as from their husbands, who are deployed with Marine Aircraft Group-29.



Cpl. Wayne Campbell

## Marine Spouses stitch together memories

### Pair of spouses take up quilting to preserve images of freedom

**Cpl. Wayne Campbell**  
correspondent

Sitting at home while your spouse is deployed in a combat zone can be boring and nerve racking, and watching the war on television may only make it worse, requiring spouses to find ways to keep themselves busy like taking college classes or immersing themselves in their jobs.

Two wives of New River Marines have found a different way to occupy their time while their husbands are deployed. Jayme L. Edwards and Maria R. Russi have sewn together a quilt with photos their husbands sent them.

The project began in February, about three weeks after their husbands deployed with Marine Aircraft Group-29, according to Edwards.

"I was sitting at the computer one day and thought it is a shame that these pictures can only be seen on the computer," said Russi.

"We came up with the idea to find a way to put the photos on material and make a quilt out of them," said

Edwards.

They received the photos from many different places such as news agency Web sites as well as photos from the Marine Medium Helicopter Squadron-162 Web site. Their husbands, Chief Warrant Officer Mark S. Edwards, Marine Aviation Logistics Squadron-29 production control officer, and Gunnery Sgt. John H. Russi, HMM-162 quality assurance representative, were also able to send them photos via the internet.

The two women found iron-on paper transfers they could put into the printer, which then prints the picture onto the paper. Once that is complete, the image can be ironed onto the piece of material.

Unfortunately, they ran into a problem, the words in the photos were coming out backwards and the pictures were facing the opposite way.

"We had never done anything like this before, so we spent a lot of time figuring out how to make the pictures turn out the right way," said Russi.

Realizing they needed help, Russi then called her mother, Elsie Roussel,

who has some quilting experience.

"We got a lot of input from her because neither Jayme, nor I have done a quilt before," said Russi.

When they started, they spent many long nights printing pictures and sewing them onto the quilt, according to Russi.

"There were nights where we would work until the sun came up the next morning," added Edwards. "We can't even begin to sit down and add up the hours we spent on the quilt, but it was worth all the hard work we put into it."

According to Edwards, the two women hope to eventually present the quilt to the President of the United States and have it displayed in a museum.

Edwards and Russi began with a simple idea to keep them occupied while their husbands fought for the freedom of the Iraqi people, but now they hope to show the public how much they support the military.



Cpl. Wayne Campbell

**Jayme L. Edwards and Maria R. Russi stand next to their quilt of photos.**